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Doors, Sashes, Frames, and all kinds
carpentering and mill work made to
order on short notice.

MOULDINGS AND FINISH always
on hand.



IT IS a long time since Honolulu has
entertained so many strangers
within her gates as she has done
the last day or two. They have
come from all parts of the world, some
to remain here for a short time and
some to catch a glimpse and go.

The arrival of the Oceanic Company's
steamship Sonoma from the Colonies on
Tuesday, with many passengers for
Honolulu, followed on Wednesday by
the Sierra from San Francisco with
over two hundred Shriners and a large
number of other passengers; then by
the Coptic, also from San Francisco,
with many people going through to the
Orient who took advantage of the
greater part of a day which that vessel
was in port to see the sights of Honolulu,
again by the Miowera from the
Colonies, bringing more people to tarry
on these shores and the British man-
of-war Warspite, with over five hundred
men on board—has made our
streets very lively. Count in the presence
of the Austrian training ship Donau,
with several hundred men, and the
consequence is that cosmopolitan Honolulu
has become more full of life than ever
and is enjoying the appreciation
and praise of hundreds who will
carry the news of the charms and
delights of this fair city to all the
corners of the world.

Inspector Doyle Promoted.

Collector of Port Stackable yesterday
promoted Inspector Walter Doyle from
the force of night inspectors to the day
force. Doyle has only been with the
department a little over a year. During
that brief period, however, he proved
himself in every way worthy of
speedy advancement and the collector
saw in him one who deserved the first
change of promotion.

While the duty of a night inspector
of the customs department is a difficult
one in many ways, it does not carry
with it the same responsibility which
is attached to the work of a day inspector.

Doyle was congratulated by all the
force yesterday and by his other numerous
friends in this city. The young man is
businesslike and very keen in matters
pertaining to his duty. He has proved
himself, in many instances, perfectly
capable of looking out for the interests
of Uncle Sam. Collector Stackable
knows a good man when he sees one
and has the reputation of remembering
those who take pains to serve the
department well.

It will be remembered that Doyle was
the inspector who swore to a warrant
for the arrest of Hackman P. D. Day,
who interfered with him in the dis-
charge of his duty on February 28 on
the Pacific Mail wharf, while the
steamship America Maru was in from
the Orient. Day undertook to horse-
whip Doyle. Later Day was placed un-
der arrest and is now awaiting trial
in the United States District Court.

The incident which led to the arrest
of the hackman occurred on the night
of February 28, about 11 o'clock. Doyle
was on duty on the Pacific Mail wharf,
on the Walkiki end. The America Maru
was docked at the wharf and Doyle
was in charge of the whole of the Walkiki
end. It is against the rules and
regulations of the customs department
for hacks or carriages to come onto the
wharf while a foreign steamer is dis-
charging. The local customs force is
none too large as it is and it would be
a very difficult matter for an inspector
to look out for vehicles as well as pe-
destrians. Smuggling was often done
with the assistance of hacks on the
wharf in the old days. Uncle Sam runs
no such risks. While the inspector
might be examining people from the
steamer while they were getting into
a hack, in order to ascertain whether
they had concealed any dutiable goods,
it would be a very easy matter for
some accomplice to slip through the
gate with a few tins of opium, a lot
of cigars, silks or other goods.

In order to provide against the possi-
bility of any such scheme being tried
on the night in question, Inspector
Doyle had caused a couple of gangways
to be laid across the Walkiki end of
the Pacific Mail wharf. About 11 o'clock a hack drove onto
the Navy wharf from the Esplanade
and went around with the intention of
going onto the Pacific Mail wharf. Ac-
cording to Doyle's story, the hackman
paid no attention to the presence of
the gangways and attempted to drive
onto the wharf by guiding the hack be-
tween them. The inspector saw what
was going on almost as soon as the
hack made its appearance and went to-
ward the vehicle, motioning the driver
to go back, at the same time remind-
ing him that it was against the law for
vehicles to come on the wharf while
there was a foreign vessel discharg-
ing.

This did not seem to make any differ-
ence to Day, who was driving hack No.
62, for he paid no attention to Doyle's
warning, still attempting to get onto
the wharf.

Then the inspector caught hold of the
horse's head and started to force the
animal back. Doyle says that the
hackman spoke to him in a very in-
sulting manner and told him to take his
hands off the horse. The driver, seeing
that the officer intended to back the
horse away from the gangways, took
out his whip and began to strike the
inspector. There were two passengers
in the hack at the time that it came
onto the wharf, but when they saw
that there was likely to be a row of
some kind, they quickly got out and
went aboard the steamer. When the
hackman discovered that his passen-
gers had alighted he decided that he
might as well get away. He backed
his hack around and sped up town.

Doyle did not think much of the mat-
ter at the time. On the following day,
however, he told the facts to Deputy
Collector Stratmeyer and Stratmeyer
saw that it was a case where some-
thing should be done. He forthwith
reported the matter to Collector Stack-
able, who took steps to uphold the dig-
nity and authority of Uncle Sam's em-
ployees.

This is only one incident of the many
similar ones which occur to make the

life of a customs inspector one of con-
stant responsibility and activity.

Largest Mail ever received.

One of the largest, if not the largest,
mails ever received in Honolulu came
on the steamships Sierra and Coptic
from San Francisco on Wednesday.
The mail brought by the two boats as-
sagated 287 bags. Of this number 140
were brought by the Sierra, which ar-
rived from the Coast, beating the Coptic
by about ten hours. Needless to say,
the postoffice men had their hands
full and were obliged to work in a
manner that even those busy men are
not ordinarily accustomed to.

Immediate-Transportation Act

The privileges of the Immediate
Transportation Act of 1880 have been
extended to Honolulu.

By the last mail from San Francisco
Collector of Port Stackable received
the following circular from the Treas-
ury Department:

Treasury Department, Office of the
Secretary, Washington, D. C., Feb-
ruary 28, 1901.

To Officers of the Customs and Others
Concerned—The appended Act of
Congress, approved February 15, 1901,
entitled "An Act to extend the privi-
leges provided by an Act entitled 'An
Act to amend the statutes in relation
to the immediate transportation of du-
tiable goods, and for other purposes,' ap-
proved June tenth, eighteen hundred
and eighty, as amended," is published
for the information of all concerned.

O. L. SPAULDING,
Assistant Secretary.

An Act to extend the privileges pro-
vided by an Act entitled "An Act to
amend the statutes in relation to the
immediate transportation of dutiable
goods, and for other purposes," ap-
proved June tenth, eighteen hundred
and eighty, as amended.

Be it enacted by the Senate and
House of Representatives of the United
States of America in Congress as-
sembled, That the privileges of im-
mediate transportation, as provided by an
Act entitled "An Act to amend the
statutes in relation to the immediate
transportation of dutiable goods, and
for other purposes," approved June
tenth, eighteen hundred and eighty, as
amended by an Act entitled "An Act
to amend the Act entitled 'An Act to
amend the statutes in relation to the
immediate transportation of dutiable
goods, and for other purposes,' ap-
proved February twenty-third, eight-
een hundred and eighty-seven," be, and
the same are hereby, extended to the
port of Honolulu, Territory of Hawaii.

Shipbuilding Returns.

According to the latest advices re-
ceived by Collector of Port Stackable,
the Bureau of Navigation reports forty
vessels of 12,080 gross tons built in the
United States and officially numbered
during the month of February.

Of this number twenty-three were
sailing vessels and seventeen were
steam; thirty-seven were wooden ves-
sels, and three were of steel.

For the month of February there were
seventeen wooden sailing vessels, of
2,138 gross tons, and eight wooden
steam vessels, of 329 tons. For the
Pacific there were four wooden sailing
vessels, of 3,457 gross tons, and five
wooden steam vessels, of 1,324 gross
tons.

For the Great Lakes there was one
wooden steam vessel, of 1,736 gross
tons. For western rivers there were
one wooden sailing vessel, of twenty-
four gross tons, and one wooden steam
vessel, of 98 gross tons.

One steel sailing vessel of 1,120 gross
tons, was made for the Atlantic Ocean,
and two steel steamships of 1,854 gross
tons.

The largest steel steam vessel in-
cluded in the above figures is the West
Point, 1,328 gross tons, built at New-
burgh, N. Y., and owned by the New
York Central and Hudson River Rail-
road Company.

Revenue Cutter for Hawaii.

The news comes from Washington
that Senator Cullum, on February 27,
gave notice of an amendment he will
propose to a sundry civil appropriat-
ion bill providing for a revenue cutter
for Hawaiian waters at a cost not to
exceed \$250,000.

Decided to Omit the Trip.

It was thought that the steamship
Peru of the Pacific Mail Steamship
Company would go on the run of the
wrecked City of Rio de Janeiro to the
Orient, leaving out Honolulu on the
outward trip. Unfortunately, however,
the Peru did not arrive at San Fran-
cisco from her Panama run until a day
or two before the 6th instant, the day
when the Rio would have started for
the Orient, and at the last moment it
was decided that the best could not be
placed in commission in time to make
the trip. Consequently it was decided
to abandon the attempt to replace the
Rio de Janeiro on the present trip.

The Peru or some other vessel will
be dispatched to the Orient during the
latter part of May.

Capt. Ward's Brothers.

John Ward, of Raleigh, N. C., a
brother of the late Captain William
Ward of the ill-fated City of Rio de
Janeiro, was in San Francisco when
the last steamer for Honolulu left that
port. C. E. Ward, of Denver, another
brother, arrived in San Francisco sev-
eral days previous. The two brothers
will arrange to have the body of the
captain of the Rio buried at Raleigh,
in the event of its being recovered
from the wreck.

Launches to Warspite.

Today, on Sunday, and on Monday,
the Young Brothers will run several
gasoline launches to the British man-
of-war Warspite, lying at anchor off
the harbor. The launches will make
regular trips, and it is expected that
many people will take this way of
going aboard the splendid cruiser.

A Meteorological Joke.

The Shriners have captured Honolulu.
One of the first things they did
after taking possession of the city was
to change the weather. At least, that
is what has been intimated by Pro-
fessor Lyons, the government meteorol-
ogist. The professor's forecast for to-
day is that the weather will be show-
ery. Now, everybody has noticed the
golden moons which are worn by the
Shriners. The professor suggests that
if the Shriners will only wear their
moons with the horns up instead of
down, there is likely to be less rain.
With the moon upside down the water
cannot help but run out.

For Torpedo Practice.

Tomorrow the British man-of-war
Warspite will put to sea for the pur-
pose of practicing with her guns and
torpedoes. She will return to her
anchorage off the harbor on Sunday.
The Austrian training ship Donau is
expected to get away for Nagasaki on
Tuesday.

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Nickel Plating**

Our Electro-Plating and Galvanizing
Plant is now in full operation, and we
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All Kinds of Metal Goods

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Many of our patrons say what is
the use of advertising

— "ARABIC" —

as every one who has had it put
on their roofs will advertise
it for you. This is true; but we
believe, when we have a good
thing, in letting everybody know
it, particularly when it gives them
comfort. Then when the summer
heat is troublesome, they will
know there is a remedy—"ARA-
BIC" is the cure, at a small cost,
and guaranteed by

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Sole Agents for United States

and Its Possessions.

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A COMPLETE LINE OF
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Galvanized wire hoisting rope

chute landing cables and

steam plough cables.

TUBES CORDAGE COMPANY.

HARTMAN'S PATENT'S

Paint for iron ships.

WOOLSEY'S AND TARR

AND WOLSON'S copper

paint for wooden vessels.

BOSTON & LOCKPORT

BLOCK CO. pulley blocks.

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FOR THIS WEEK ONLY.

A beautiful residence on Thurston
avenue; lot is 140 feet front, by 165
feet deep. Price is \$11,000.00.
Another FINE residence on Bere-
tania avenue; lot is 80 feet front, by
290 feet deep. Price is \$10,000.00.
Houses and Cottages on the old base-
ball grounds. Prices from \$3,000.00 to
\$10,000.00.
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Magoon block.

CHAS. E. MOORE & CO.,

Room 6, Magoon Block.

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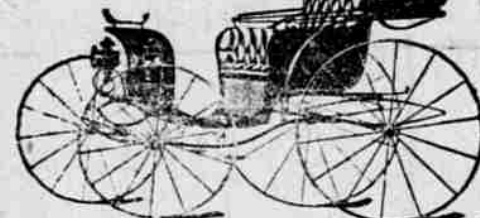
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Spreckels' Line "Zealandia"

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Our buyer, who left here in December, purchased for us the
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The Runabouts, Surreys and Buggies are superbly finished
and are supplied with the latest inventions—Rubber Tires, Rail
Bearing Axles and Quick
Shifting Shaft Couplers.



We keep in stock full
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etons, Buggies, Cabri-
lets, Landaus, Victorias,
Carts, Traps, Sulkies,
Buckboards, Speed Wag-
ons, Runabouts.

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Pacific Vehicle & Supply Co.

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HONOLULU, H. T.

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A natural rock that will absorb four times its weight of water, making
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tough and healthy.

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For horses off their feed or in poor, thin condition that needs improv-
ing. One pound lasts a horse sixteen days if fed according to directions.

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TRY SOME OF OURS.

PLAIN SODAS, any flavor, made with filtered water 5 cent

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